

Fuel oil non-availability report

NOTE: Send this report via email to: [[HYPERLINK "mailto:marine-eca@epa.gov"](mailto:marine-eca@epa.gov)]

Name of Vessel:	CPO INDIA	Flag:	UK		IMO Number: 9434228																																																																																																		
(if other relevant registration # enter here) :Official Number																																																																																																							
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) : DEPARTED PENNSAUKEN USA TO PORT TRACY QUEBEC TO LOAD. PORT TRACY TO RIVERHEAD NY USA FOR DISCHARGE.																																																																																																							
DEPARTED SAINT CROIX, USA 02-JAN-2014 TO PORT HOUSTON, USA FOR LOADING. ENTER IN NORTH AMREICAN ECA 09-JAN-2014 02:42LT (08:42 UTC)																																																																																																							
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <tr><td>Hovensa Pilot Station</td><td>17°</td><td>37.73'</td><td>N</td><td>064°</td><td>45.68'</td><td>W</td></tr> <tr><td>ECA Out</td><td>17°</td><td>20.95'</td><td>N</td><td>067°</td><td>32.06'</td><td>W</td></tr> <tr><td>Caribbean Sea</td><td>17°</td><td>00.56'</td><td>N</td><td>071°</td><td>34.51'</td><td>W</td></tr> <tr><td>Fornigas Reef</td><td>18°</td><td>22.22'</td><td>N</td><td>076°</td><td>13.17'</td><td>W</td></tr> <tr><td>Jamaica</td><td>18°</td><td>38.18'</td><td>N</td><td>076°</td><td>45.99'</td><td>W</td></tr> <tr><td>Yucatan Channel</td><td>20°</td><td>08.13'</td><td>N</td><td>083°</td><td>36.62'</td><td>W</td></tr> <tr><td>Cuba</td><td>21°</td><td>37.02'</td><td>N</td><td>085°</td><td>11.62'</td><td>W</td></tr> <tr><td>Ballast Exchange</td><td>25°</td><td>07.47'</td><td>N</td><td>087°</td><td>07.80'</td><td>W</td></tr> <tr><td>SECA In</td><td>25°</td><td>45.24'</td><td>N</td><td>088°</td><td>22.75'</td><td>W</td></tr> <tr><td>Safety Fairway Entrance</td><td>27°</td><td>50.07'</td><td>N</td><td>092°</td><td>33.33'</td><td>W</td></tr> <tr><td>Fairway</td><td>28°</td><td>12.53'</td><td>N</td><td>092°</td><td>52.40'</td><td>W</td></tr> <tr><td>Galveston</td><td>29°</td><td>11.20'</td><td>N</td><td>094°</td><td>26.00'</td><td>W</td></tr> <tr><td>Buoy "GB"</td><td>29°</td><td>15.83'</td><td>N</td><td>094°</td><td>32.75'</td><td>W</td></tr> <tr><td>Pilot Station</td><td>29°</td><td>17.74'</td><td>N</td><td>094°</td><td>35.54'</td><td>W</td></tr> </table>						Hovensa Pilot Station	17°	37.73'	N	064°	45.68'	W	ECA Out	17°	20.95'	N	067°	32.06'	W	Caribbean Sea	17°	00.56'	N	071°	34.51'	W	Fornigas Reef	18°	22.22'	N	076°	13.17'	W	Jamaica	18°	38.18'	N	076°	45.99'	W	Yucatan Channel	20°	08.13'	N	083°	36.62'	W	Cuba	21°	37.02'	N	085°	11.62'	W	Ballast Exchange	25°	07.47'	N	087°	07.80'	W	SECA In	25°	45.24'	N	088°	22.75'	W	Safety Fairway Entrance	27°	50.07'	N	092°	33.33'	W	Fairway	28°	12.53'	N	092°	52.40'	W	Galveston	29°	11.20'	N	094°	26.00'	W	Buoy "GB"	29°	15.83'	N	094°	32.75'	W	Pilot Station	29°	17.74'	N	094°	35.54'	W
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Port of Origin:				Date:																																																																																																			
Port of Destination:		HOUSTON		First US port of Arrival:	HOUSTON																																																																																																		
Date vessel first received notice that it would be transiting in the N. American ECA:					02-JAN-2014																																																																																																		
Vessel's location at the time of notice:			GALVESTON FAIRWAY ANCHORAGE 29 12.8N 094 36.0W																																																																																																				
Date/Time ship operator expects to enter N American ECA:				09-JAN-2014 02:42 LT (08:42 UTC)																																																																																																			
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Projected days ship's main propulsion engines will be in operation within N American ECA:					4 DAYS																																																																																																		
Sulfur content of fuel oil in use when entering and operating in the N American ECA:																																																																																																							
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:																																																																																																							

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On 20.12.2013, Lake Charles – BT-1, vsl received requested bunker as ordered – LSHFO – 230 MT

On 04.01.2014, vsl received Fobas result of Lab Anal – marked RED – since that date, no use LSHFO received fm Owner;

Since this time we have been searching for available LSFO in the area and cannot find any. We will continue to monitor the avails in the region. Vessel will be running out of LSFO shortly and will only have the off spec lsfo and the hsfo onboard

Name of suppliers contacted:	Address:	Date of contact:
BP	501 Westlake Park Boulevard Houston Texas 77079	01.13.14
OW Bunker North America Inc	Two Stamford Plaza, 15 th Floor 281 Tresser Boulevard Stamford, CT 06901 USA	01.13.14
Chemoil	3 Embarcadero Center 34 th Floor San Francisco, Ca 94111	01.13.14
In case of fuel oil supplied disruption only		
Name of port at which vessel was scheduled to receive compliant fuel oil:		N/A

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Name of the fuel oil supplier was scheduled to deliver (and now reporting the non-availability):

We didn't have a need to supply until we found out the LSfuel onboard was off spec and since then have not had any luck getting new LSFO onboard.

If Applicable

Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):

The LSFO onboard has come back off spec due to a high amount of sediment

Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:

Vessel will consume the IFO onboard that is onspec. Once we are alongside at the terminal we will debunker the off spec LSFO and bunker new LSFO

Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:

At the moment there are no available LSFO today. We will continue to monitor the situation.

If compliant fuel oil is(was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:

List below U.S. ports visited in the last 12 months:

If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to

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Name	Date	Did vessel use compliant fuel oil? (yes/no)	the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil:				
A) ST CROIX	01.01.2014	YES	Report	Date	Port	Type of Fuel	Comments
B) LAKE CHARLES	17.12.2013	YES	1)				
c) TEXAS CITY	27.11.2013	YES	2)				
d) LAKE CHARLES	30.07.2013	YES	3)				
e) HOUSTON	07.07.2013	YES	4)				
f)							
g)							
j)							
i)							
k)							
Ship Master Name:		JERZY OLSZEWSKI		Ship Operator Name:		KG TS "CPO INDIA" Offen Reederei GmbH & Co.	
Legal Agent in the U.S.:		Transmarine Navigation Corporation		Ship Owner Name:		Kommanditgesellschaft TS"CPO INDIA" Offen Reederei GMBH &Co.;	
Name of designated Corporate Official:							
Address (Street, City, Country, Postal Code):						Tel. Num.:	

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001

Signature	Print Name Alex Schulten	Date 13.01.2014
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